



Triumph. Individual cars for individuals.





There's no carb like no carb

The Triumph 2.5 P.I. betters the carburettor — by not having one. Instead, it has petrol injection. A precision metering and distribution system which feeds fuel direct into each inlet port in turn.

Many sports cars find the Triumph 2.5 P.I. leaves them standing. 0-50 in 7.1 seconds. In top, 60-80 in 10.5 seconds.

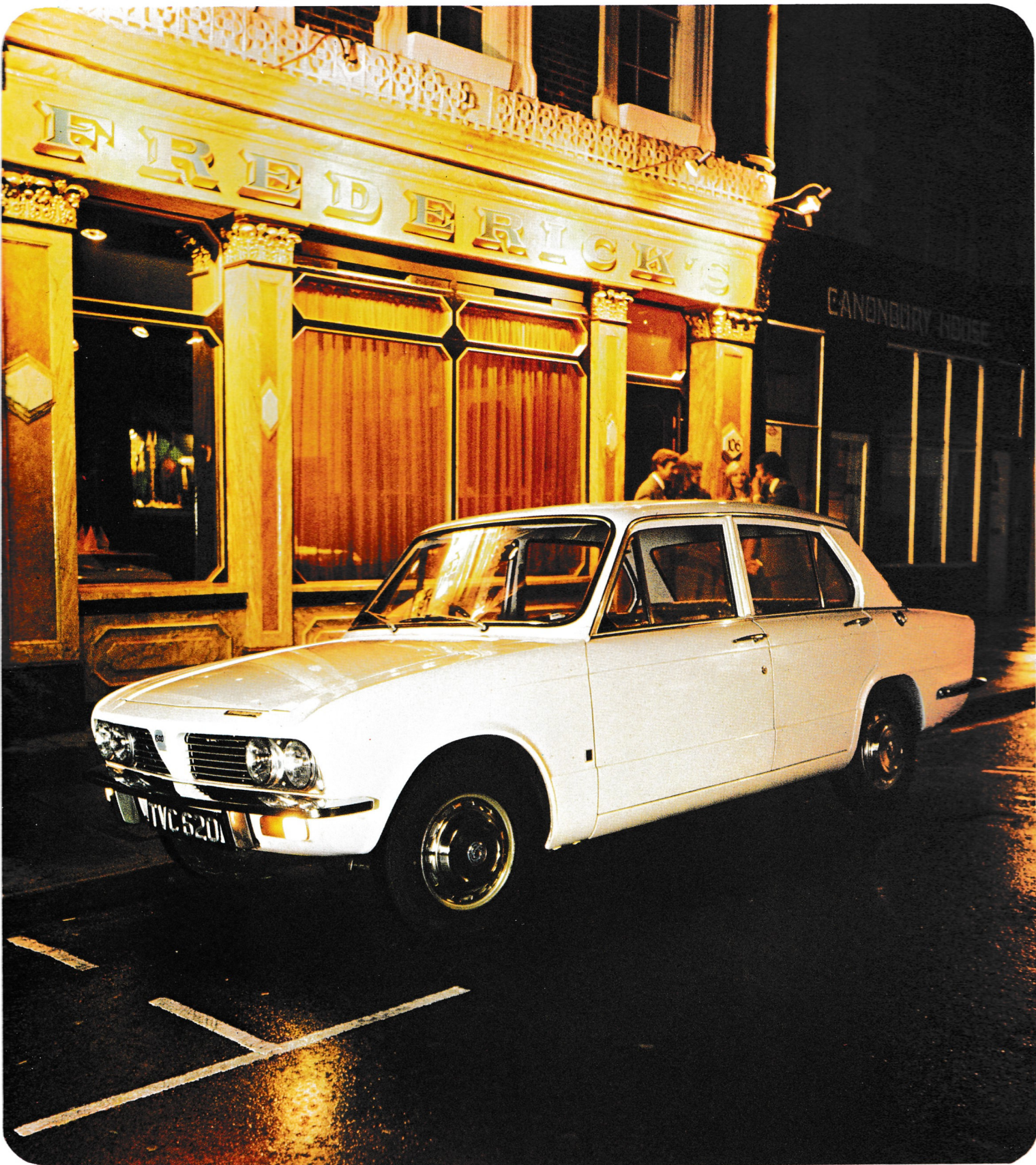
As part of a *Motor* 12,000 mile test, Harold Hastings gave the 2.5 P.I. a drubbing on the MIRA test track near Nuneaton. Here is a snippet from his report: "How many other cars, for instance, will lap MIRA at over 107mph; carry four people and their luggage in exceptional comfort; average 23.6mph over more than 12,000 miles; and climb a steady gradient of approximately 1 in 10 in *overdrive* top gear? The 2.5 P.I. does all these things". When you pour on the power, the six-cylinder engine stays

smooth and hushed. And so does the ride. And, where you're allowed to do it, you swish along at 110 as calmly as at 70.

All, as Harold Hastings said, in exceptional comfort. Fully reclining front seats; adjustable steering column; all switchgear at fingertip command. Upholstery is in broadcord 'Bri-Nylon' or perforated, expanded PVC. And all round independent suspension means that you're not disturbed by things that go bump in the road.

Our no-carb car, with overdrive fitted as standard equipment, is a perfect example of our policy: Individual cars for individuals.





The 1½ litre limousine

The Triumph 1500 is unique. Cars in the 'luxury' class have bigger engines, and much bigger prices.

Cars in the 1300 class have smaller engines, and prices which aren't much smaller than the Triumph 1500's.

Which puts it in a class by itself.

You'll find the Triumph 1500's rich-looking seats are wider than usual, and comfier than usual. You get the sort of luxury travel that comes with a well-padded limousine.

The driving seat is adjustable both fore and aft and for height and rake; the steering column is adjustable, too. These two features give every driver a tailor-made position.

And however you position the seat to suit you, you'll find all the switchgear (for indicators, dipswitch, headlamp flasher, horn, screenwashers and 2-speed wipers) is at fingertip command.

Long-distance travelling is limousine-smooth. But the limousine comparisons disappear when you compare its length. Just 13½ feet.

Which is just as well when it comes to parking and nipping around in today's traffic.

But all the other limousine touches are there. Thick carpet, walnut veneered door cappings, cigar lighter, courtesy lights on all doors, front and rear armrests, etcetera.

If you want to get in the 2000 class at the money of the 1300 class, there's only one door open to you. The Triumph 1500's. Plus a bonus of an extra 200cc.





All they have in common with economy cars is their economy

The Triumph Toledo's mpg, recorded on *Motor's* road test, is 32.7. Which beats the Cortina, the Escort, the Viva, and (surprise, surprise!) the Volkswagen.

Its turning circle, 29ft 9in. is even smaller than a Mini's. Which is a very handy economy when it comes to shimmying in and out of tight parking spots.

The Toledo is so easy and light to handle it relieves a great many of the frustrations of in-town driving. And however tricky the manoeuvres, its suspension (independent at the front, 4-link 'live' axle at the rear) keeps you on a smooth and even keel. Through the gears, 0-50 is a spritely 12.5 seconds and servo-assisted front discs bring it smoothly to heel.

You'll be surprised by the amount of room inside. Being six foot is no handicap behind the wheel of the Toledo. And your rear passengers don't sit knees-to-chin either.

One of the more noticeable features of the Toledo is the absence of noise. Engine, gearbox and body have been subjected to rigorous noise-abatement. The final surprise is the finish: walnut veneer facia, thick carpeting throughout, and many more luxury touches. (New for 1973: twin speed wipers and electrically operated screen washers). If the Triumph Toledo doesn't look like an 'economy' car, that's because it isn't made like one—either the 2-door or 4-door version.





The car for the uncommon market

In the six (or ten-to-be) the owner of the Triumph 2000 shows he has opted out of the common market. As far as cars are concerned, that is.

The Triumph 2000 is uncommonly well-built and luxuriously appointed. The doors don't clang when you shut them, they clunk.

The interior is pure 'executive suite', agleam with walnut veneer and lushly carpeted throughout. You are given a choice of upholstery: corded 'Bri-Nylon' or perforated vinyl.

And when you settle into the seats (front ones fully reclining) you sink into the lap of luxury.

All switchgear is at fingertip command. All instrumentation, including the electric clock, is arranged to be read at a glance, day or night.

Powerfully smooth at seventy and up, the 2000's six-cylinder engine is tremendously flexible. It stays smooth down to 10mph in top; and you can dawdle in snail-pace traffic without dropping down from third.

And independent suspension all round (a comfort some far more expensive 3-litres don't offer) smooths out humps and bumps so effectively you wonder what's happened to all the bad roads.

If, car-wise, you don't want to join the common market, you're in the market for the Triumph 2000.





Not all our sports cars are sports car shape.

Please see over. →

Not all our sports cars are sports car shape.



It is performance, not shape, that groups the Triumph Dolomite in this very fast company.

Its top gear acceleration of 40-60 in 7.8 seconds (*Motor*) beats anything else in its class. 0-60 in a mere 11.3 seconds. On autobahn and autostrada, the Dolomite cruises effortlessly at speeds up and around the ton.

This sporty performance comes from the 5-bearing 1854cc Slant 4 engine,

with twin carburettors. It delivers 91bhp (net) at 5200rpm.

In all conditions, at all speeds the ride is always smooth and quiet. And the Dolomite takes hard cornering imperturbably, due to the remarkable stability of its 4-link rear suspension plus front and rear anti-roll bars.

The Triumph Dolomite also shows you that to be pokey, a car doesn't have to be pokey. Its wider-than-average front (reclining) seats and sofa-like rear bench, upholstered in luxury Broadcord "Bri-Nylon" are true grand tourer standard.

The rest of its appointments match up: adjustable steering column, real walnut veneered dash, thick carpets, and so on. And you need never lift a hand from the wheel to operate indicators, wipers, screen-washers, dipswitch, flasher or horn.

The gearstick is slick and entertaining to use. The sporty instruments include a tachometer, and an eight-light "all systems go" dial.

If you're looking for something as individual as a sports car that isn't sports car shape, the Dolomite is the place to go.



Big strider, easy rider. That's the Triumph Stag. The zip you get in the lower gears (0-50 in 7 seconds) is matched by the flexibility you get in top (50-70 in 8 seconds).

The sort of flexibility to get you past those endless-seeming *camions* on the Route Nationale 7 in a flash. And you can go creaming it down the auto-routes at 118mph.

However hard you push it, the big 3-litre V8 engine just purrs you along, shrinking those long, tiring roads.

You get true sports car handling with saloon car comfort. Shaped-to-you front seats keep you in grand tourer luxury, and when you want to rest up for a spell they recline fully.

Power-assisted rack and pinion steering helps you take all the fight out of tight turns. All-round independent suspension, with anti-roll bar up front, lets you take the rough with the smooth and hardly notice the difference.

The Stag, hard top or soft top, is loaded with good things. Roll-over bar, electrically operated side windows, walnut veneer fascia and console, brake failure warning light; cigar lighter, thick pile carpet, heated rear window (hard top version) to mention just a few.



This is the one that sorts out the men from the boys. Britain's only fuel-injected production sports car—the phenomenal TR6 P.I.

Aggressively simple styling tells all. Not a hotted up bread-and-butter car, but a purpose-built machine designed for responsible, and critical, enthusiasts. Performance-wise, this 6 cylinder, 2½ litre, petrol-injected powerhouse has few equals—at any price. 0 to 50 in 6.5

seconds, to 60 in 9. Top speed around 120. With road-holding and handling to match.

Giant 10½ in. dia. front disc brakes and 9 in. x 1½ in. rear drums provide the stopping power. Both sets are servo-assisted and will operate independently of each other. And the whole taut, lithe package is built around a steel girder chassis of immense strength. Yet, for all its potency, there's no starkness about its interior. Crystal clear, completely comprehensive instruments; sweet-action rocker switches; body-contoured seats; fitted carpets door-to-door. Triumph build the TR6 P.I. for comfort as well as speed. Available with tailored soft top or sleek hard top.



Once upon a time, it was believed that sports cars *had* to be draughty, uncomfortable, noisy, cramped, and very, very hairy.

Then came a civilising influence: the Triumph GT6.

Every gleaming inch a sports car, this exciting two-seater gives you smooth, powerful 6 cylinder performance, allied to refreshingly high standards of comfort.

Which makes driving far more pleasant. And just as much fun. The 2 litre engine is fed by twin carburettors, pokes out 95bhp at 5250 revs. 0 to 50 mph in 8 seconds. Top speed is around 110mph.

Hour-after-hour comfort, for driver and passenger alike, is assured by wishbone suspension at front and rear, coupled with deep-sprung rally seats and dozens of interior refinements.



Here's a car that's a credit to its pedigree. And to your discernment.

Under that long sweeping bonnet lurks a highly developed, twin-carb. 1300cc engine. Capable of rocketing you from 0 to 50mph in a mere 10 seconds. And with sufficient power to nudge the magic ton.

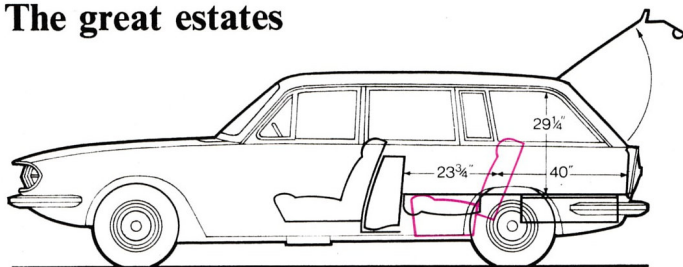
To match the power, there are 9in. fade-resistant discs up front. Independent rear suspension, incorporating

a centrally pivoting spring which, with the larger front anti-roll bar, drastically reduces the likelihood of "jacking-up". An incredible 24ft turning circle. And really agile handling characteristics.

Choose between the hard and soft top versions. Either way, the Spitfire will put you miles ahead of the crowd.



The great estates



A lot of estate cars seem out of place in towns. They're big and carthorsey.

Not so the Triumph Estates. They're model town-dwellers. Adroit to park; very flexible and effortless to drive in slow-moving traffic; tailored for more modest townhouse garages. Slim, smart and socially graceful, they offer fifty cubic feet of cargo space. And you never feel lumbering, or lumbered, in them. They seat five adults easily; ferry hordes of kids to school; take an average family and all their trunks on holiday; make light work of lugging all the do-it-yourself gear you're likely to hire. They do all this utility work, but with a difference. They do it in luxury.

The whole of the load area is plushly carpeted and the aluminium floor strips have rubber inserts. So there's no danger of damaging your expensive luggage. Facia and door cappings are richly veneered in walnut; and when you lift the tailgate, the load area is automatically lighted.

Out of town, they provide overnight accommodation. Two of you can bed down comfortably.

Visibility through the tailgate is panoramic. 790 sq. in. of picture window give you a perfect picture of what's happening behind.

While losing nothing in appearance to their saloon versions, they also lose very little in performance.

The Triumph 2.5 P.I. Estate (lower illustration) notches up 0-50 in 8 seconds, 0-70 in 14.5. In top, 60-80 is a swift 11 seconds. And the Triumph 2000 Estate (upper illustration) is no tail-dragger either. In all speed ranges, it's only half a second behind the 2000 saloon.





BRIEF SPECIFICATIONS

TOLEDO. Engine: 4 cylinder. 1296 c.c. Bore 73.7 mm. Stroke 76 mm. Compression ratio 8.5:1. Maximum power 58 b.h.p. nett at 5500 r.p.m. Maximum torque 818 lb. in. at 3300 r.p.m.

Acceleration:	Speed range	Time (secs.)	
		2 door	4 door
Top gear	40-60 m.p.h.	14.0	14.5
Through gears	0-60 m.p.h.	18.0	18.5

Maximum speed: 85 m.p.h. depending on conditions.

Brakes: Front, disc type; Rear, drum. Direct acting servo. Pedal operates all 4 brakes hydraulically. Hand lever operates rear brakes mechanically. **Clutch:** Diaphragm type, hydraulically controlled. 4 forward gears and reverse. Synchromesh on all forward gears. Silent helical gears. **Suspension:** Front — independent with coil springs. Rear — 4 link live axle system. **Body:** Unitary construction 2/4 door, 4 light, 4 seater saloon. Steel panelled body, rust proofed and dust proofed. Curved zebra zone toughened safety glass windscreen. Forward hinged doors with anti-burst locks and push button handles. **Wheels:** Steel disc type, 4J flat safety ledge rims. **Dimensions:** Length 13' 0 $\frac{1}{2}$ ". Width 5' 1 $\frac{1}{2}$ ". Height (unladen) 4' 6". Turning circle 29' 9". **Weight** (approx.). Maximum gross vehicle weight 24 $\frac{1}{2}$ cwt.

Total Ex-works Price (2 door) £1021.40 (4 door) £1055.23

Optional Extras:

Radial-ply Tyres £13.90. Heated rear window £13.29.

1500. Engine: 4 cylinder. 1493 c.c. Bore 73.7 mm. Stroke 87.5 mm. Compression ratio 9.0:1.

Maximum power 65 b.h.p. (nett) at 5000 r.p.m.

Maximum torque 957 lb. in. at 3000 r.p.m.

Acceleration:	Speed range	Time (secs.)
Top gear	40-60 m.p.h.	12.5
Through gears	0-60 m.p.h.	16.5

Maximum speed: 87 m.p.h. depending on conditions.

Brakes: Caliper discs at front. Self-adjusting drums at rear. Direct acting servo. Pedal operates all 4 brakes hydraulically. Hand lever operates rear brakes mechanically. **Clutch:** Diaphragm type hydraulically operated. 4 forward speeds and reverse. Synchromesh on all forward gears. **Suspension:** Front — independent with coil springs. Rear — 4 link system incorporating tubular beam axle. **Body:** Unitary construction 4 door, 4 light, 4 seater saloon. Steel panelled body, rust proofed and dust proofed. Curved zebra zone toughened safety glass windscreen and heated rear window. Forward hinged doors with anti-burst locks and push button handles. **Wheels:** Steel disc type, 4J rims. Stainless steel wheel trims. **Dimensions:** Length 13' 6". Width 5' 1 $\frac{1}{2}$ ". Height 4' 6". Turning circle 33'. **Weight** (approx.). Maximum gross vehicle weight 26 $\frac{1}{2}$ cwt.

Total Ex-works Price £1221.98.

Optional Extra: Radial-ply tyres £13.90.

DOLOMITE. Engine: 4 cylinder inclined 45° 1854 cc. Bore 87 mm. Stroke 78 mm. Compression ratio 9.0:1.

Maximum power 91 bhp at 5,200 rpm.

Maximum torque 1260 lb. in. at 3,500 rpm.

Acceleration	Speed range	Time (secs.)
Top Gear	40 — 60 mph	9.0
Through Gears	0 — 60 mph	11.5

Maximum speed: 100 mph depending on conditions.

Brakes: Caliper disc at front. Self-adjusting drums at rear. Direct acting servo. Pedal operates all four brakes hydraulically. Hand lever operates rear brakes mechanically. **Clutch:** Diaphragm type, hydraulically operated. Four forward speeds and reverse. Synchromesh on all forward gears. **Suspension:** Front — independent with coil spring. Rear — 4 link live axle system. **Body:** Unitary construction four-door, four-light, four-seater saloon. Steel panelled body, rust proofed and dust proofed. Curved zebra zone toughened safety glass windscreen and heated rear window. Forward hinged doors with anti-burst locks and push button handles. **Wheels:** Steel disc type 4 $\frac{1}{2}$ J rims. Stainless steel nave plates. **Dimensions:** Length 13ft 6in. Width 5ft 1 $\frac{1}{2}$ in. Height 4ft 6in. Turning circle 30ft. 9in. **Weight** (approx.). Maximum gross vehicle weight 26 $\frac{1}{2}$ cwt.

Total ex-works price £1463.65.

Optional Extras:

Borg-Warner transmission £114.79. Sundym Glass £19.94.

2000 Mk 2. Engine: 6 cylinder. 1998 c.c. Bore 74.7 mm. Stroke 76 mm. Compression ratio 9.25:1.

Maximum power 90 b.h.p. at 5000 r.p.m.

Maximum torque 1410 lb. at 2900 r.p.m.

Acceleration:	Speed range	Time (secs.)	
		Saloon	Estate
Top gear	40-60 m.p.h.	9.8	10.3
Through gears	0-60 m.p.h.	13.6	14.1

Maximum speed: Saloon 100 m.p.h. Estate 95-97 m.p.h. **Brakes:** Caliper discs at front. Drums at rear. Direct acting servo. Pedal operates all 4 brakes hydraulically. Hand lever operates rear brakes mechanically. **Clutch:** Diaphragm type hydraulically operated. 4 forward speeds and reverse. Synchromesh on all forward gears. **Suspension:** Independent on all 4 wheels. **Frame:** Unitary construction with separate rear sub-frame. **Body:** 4 door, 6 light, 4-5 seater. Steel panelled body, rust proofed and dust proofed. Safety glass windscreen, heated rear window. Forward hinged doors with push-button handles. **Wheels:** Steel disc-type. 5J flat hump-type rim with stainless steel trims. **Dimensions:** Length: Saloon 15' 2 $\frac{5}{8}$ ". Estate 14' 9 $\frac{1}{2}$ ". Width 5' 5". Height (unladen) 4' 8". Turning circle 34'. **Weight** (approx.). Max. gross vehicle weight Saloon 32 $\frac{1}{2}$ cwt. Estate 34 cwt. **Total Ex-works Price (Saloon) £1775.40 (Estate) £2071.44**

Optional Extras: Overdrive £72.50 Borg-Warner

Power Steering £66.46 Transmission £114.79

2.5 P.I. Mk2. Engine: 6 cylinder. 2498 c.c. Bore 74.7 mm. Stroke 95 mm. Compression ratio 9.5:1.

Maximum power 120 b.h.p. (nett) at 5000 r.p.m.

Maximum torque 1750 lb. in. at 2000 r.p.m.

Acceleration:	Speed range	Time (secs.)	
		Saloon	Estate
Top gear	40-60 m.p.h.	9.0	9.5
Through gears	0-60 m.p.h.	11.0	11.5

Maximum speed: Saloon 109-111 m.p.h. Estate 105-107 m.p.h.

Brakes: Caliper discs at front. Drums at rear. Direct acting servo. Pedal operates all 4 brakes hydraulically. Hand lever operates rear brakes mechanically. **Clutch:** Diaphragm type hydraulically operated. 4 forward speeds and reverse and overdrive on top 2 ratios. Synchromesh on all forward gears. **Suspension:** Independent on all 4 wheels. **Frame:** Unitary construction with separate rear sub-frame. **Body:** 4 door, 6 light, 4-5 seater, steel panelled body, rust proofed and dust proofed. Safety glass windscreen, heated rear window. Forward hinged doors with push-button handles. **Wheels:** Steel disc type. 5J hump-type rim with simulated magnum trims. **Dimensions:** Length — Saloon 15' 2 $\frac{5}{8}$ ". Estate 14' 9 $\frac{1}{2}$ ". Widths 5' 5". Height (unladen) 4' 8". Turning circle 34'. **Weight** (approx.). Maximum gross vehicle weight: Saloon 32 $\frac{3}{4}$ cwt. Estate 34 $\frac{1}{2}$ cwt. **Total Ex-works Price (Saloon) £2067.81 (Estate) £2363.86**

Optional Extras: Power Steering £66.46

Borg-Warner Transmission (in lieu of overdrive) £42.29

STAG. Engine: 8 cylinder. 2997 c.c. Bore 86 mm. Stroke 64.5 mm. Compression ratio 8.8:1.

Maximum power 145 b.h.p. nett at 5500 r.p.m.

Maximum torque 2040 lb. in. at 3500 r.p.m.

Acceleration:	Speed range	Time (secs.)
Top gear	40-60 m.p.h.	7.5
Through gears	0-60 m.p.h.	9.5

Maximum speed: 118 m.p.h. depending on conditions.

Brakes: Caliper discs at front. Self adjusting drums at rear. Direct acting servo. Pedal operates front and rear brakes independently through a tandem master cylinder. Hand lever operates rear wheels mechanically. **Clutch:** Diaphragm type hydraulically operated. 4 forward speeds and reverse and overdrive on top 2 ratios. Synchromesh on all forward gears. **Suspension:** Independent on all 4 wheels. **Body:** 2 door, 2+2 seater convertible available with soft top and detachable hard top. Steel panelled body of unitary construction with padded roll-over bars. Swept zebra zone toughened safety glass windscreen. Forward hinged doors with anti-burst locks and recessed exterior handles. Electrically-operated side windows. **Wheels:** Steel disc type with 5J flat hump safety ledge rims. **Dimensions:** Length 14' 5 $\frac{1}{2}$ ". Width 5' 3 $\frac{1}{2}$ ". Height (with hood erect) 4' 1 $\frac{1}{2}$ ". **Weight:** Maximum gross vehicle weight 33 $\frac{1}{2}$ cwt.

Total Ex-works Price (Soft Top) £2471.40

(Soft and Hard Top) £2570.48

Optional Extras:

Borg-Warner Transmission (in lieu of Overdrive) £42.29



SPITFIRE Mk4. Engine: 4 cylinder. 1296 c.c. Bore 73.7 mm. Stroke 76 mm. Compression ratio 9.0:1.

Maximum power 61 b.h.p. at 5500 r.p.m.

Maximum torque 818 lb. in. at 2900 r.p.m.

Acceleration:	Speed range	Time (secs.)
Top gear	40-60 m.p.h.	12.5
Through gears	0-60 m.p.h.	14.5

Maximum speed: 95 m.p.h. depending on conditions.

Brakes: Caliper discs at front. Drums at rear. Pedal operates all brakes hydraulically. Hand lever operates rear brakes mechanically. **Clutch:** Diaphragm type hydraulically operated. **Suspension:** Independent on all 4 wheels. **Frame:** Double backbone, channel section with outriggers. **Body:** 2 door. 2 seater sports. Steel panelled coachwork. Safety glass screen. Forward hinged doors with anti-burst locks. Folding soft top hood with wrap-round rear window. **Wheels:** Steel disc 4½ J rims. **Tyres:** 155SR13. **Dimensions:** Length 12' 5". Width 4' 10½". Height (with hood erect) 3' 11½". Turning circle 24'. **Weight** (approx.) Maximum gross vehicle weight 20 cwt.

Total Ex-works Price (Soft Top) £1052.81 (Hard Top) £1095.11.

Optional Extras:	Tonneau Cover	£13.29
Overdrive	Wire Wheels	£48.33

GT6 Mk3. Engine: 6 cylinder. 1998 c.c. Bore 74.7 mm. Stroke 76 mm. Compression ratio 9.0:1

Maximum power 95 b.h.p. at 5250 r.p.m.

Maximum torque 1270 lb. in. at 3000 r.p.m.

Acceleration:	Speed range	Time (secs.)
Top gear	40-60 m.p.h.	8.5
Through gears	0-60 m.p.h.	10.5

Maximum speed: 110 m.p.h. depending on conditions.

Brakes: Caliper discs at front. Drums at rear. Pedal operates all 4 brakes hydraulically. Hand lever operates rear brakes mechanically. **Clutch:** Diaphragm type, hydraulically controlled. 4 forward gears and one reverse. Synchromesh on all forward gears. **Suspension:** Independent on all 4 wheels. **Frames:** Double backbone of closed channel section with channel outriggers. **Body:** 2 door, 4 light, two seater GT body. Steel panelled bodywork. **Wheels:** Steel disc type 4½ J rim. **Tyres:** 155SR13. **Dimensions:** Length 12' 5". Width 4' 10½". Height (unladen) 3' 11". Turning circle 25' 3". **Weight:** Maximum gross vehicle weight 23 cwt.

Total Ex-works Price £1373.02.

Optional Extras:	Overdrive	£72.50
Occasional Rear Seat	Wire Wheels	£48.33

TR6 P.I. Engine: 6 cylinder. 2498 c.c. Bore 74.7 mm. Stroke 95 mm. Compression ratio 9.5:1.

Maximum power 150 b.h.p. at 5500 r.p.m.

Maximum torque 1900 lb. in. at 3000 r.p.m.

Acceleration:	Speed range	Time (secs.)
Top gear	40-60 m.p.h.	7.0
Through gears	0-60 m.p.h.	9.0

Maximum speed: 115-125 m.p.h. depending on specification.

Brakes: Caliper disc at front. Drums at rear. Pedal operates through direct acting servo and tandem master cylinder to front and rear brakes independently. **Clutch:** Diaphragm type hydraulically operated. 4 forward gears and reverse. Synchromesh on all forward gears. **Suspension:** Independent on all 4 wheels. **Frame:** Channel steel pressings form box section side members braced by a cruciform member. **Body:** 2 seater convertible sports. Steel body. Safety glass detachable windscreen. Door hinged at front. Full anti-burst locks. **Wheels:** Steel disc type with 5½ J rim. **Tyres:** 165HR15. **Dimensions:** Length 12' 11". Width 4' 10". Height unladen (hood erect) 4' 2". Turning circle 34'. **Weight:** Maximum gross vehicle weight 26½ cwt.

Total Ex-works Price (Soft Top) £1620.73 (Hard Top) £1669.06

Optional Extras:	Overdrive	£72.50	Wire Wheels	£53.17
Tonneau Cover		£15.71	Laminated Windscreen	£12.08

CONDITIONS OF SALE

Triumph Motors — British Leyland U.K. Ltd. reserves the right to vary the ex-works price of all products manufactured by it at any time.

The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice, alterations to and departures from the specification, design and equipment detailed in its various publications. The technical data and other information contained in this publication have been obtained from authoritative sources and while intended to give a fair description of the vehicle and its capabilities, its accuracy is not guaranteed, nor does the Manufacturer accept any liability for any errors or omissions.

All vehicles and Stanpart replacement parts are sold with the benefit of and subject to the Company's Owner's Service and Parts Statements.

SPECIAL NOTE: The specifications in this publication apply to cars produced for the U.K. market. Export models may differ in detail to suit local conditions or regulations — please check with your dealer. These specifications do not apply in North America, particularly the Continental U.S.A. or to U.S. overseas states or territories.



Individual cars for individuals.

All Ex-works prices include factory fitted front seat belts and Purchase Tax. The prices of optional extras are for factory fitted equipment only.

Triumph Motors — British Leyland U.K. Limited,
Coventry.

Telephone: 0203-75511.

Triumph Colour Schemes

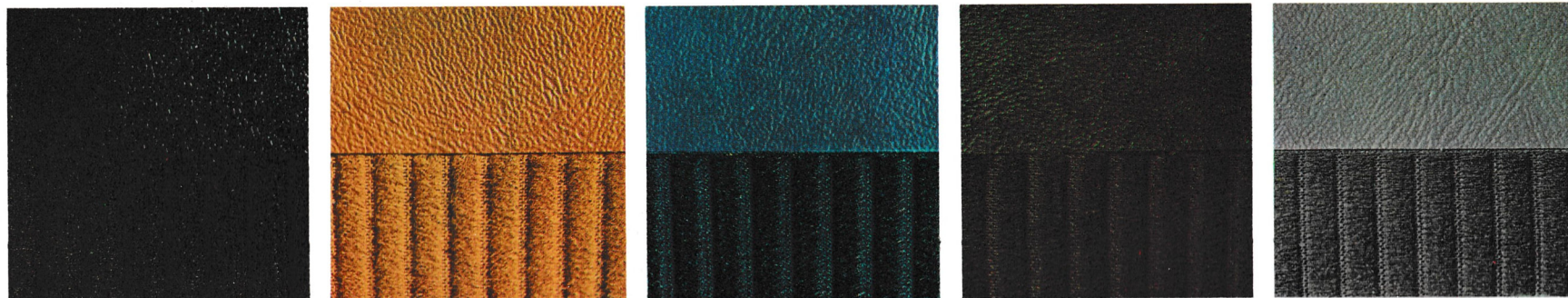
PAINTS

TRIMS



EXPANDED VINYL STAG. TR6 P.I SPITFIRE Mk. 4 GT6 Mk.3	BLACK	BLACK	BLACK	BLACK	BLACK		BLACK	BLACK	BLACK		BLACK	BLACK
		BLUE									BLUE	
	TAN				TAN			TAN				
		CHESTNUT	CHESTNUT	CHESTNUT								
TOLEDO, 1500 2000, 2.5 P.I.		BLACK	BLACK				BLACK	BLACK	BLACK		BLACK	
		BLUE								BLUE	BLUE	
	GREY						GREY	GREY	GREY		GREY	
	CHESTNUT		CHESTNUT		CHESTNUT	CHESTNUT						
CORDED BRI-NYLON DOLOMITE 2000, 2.5 P.I.		BLACK	BLACK				BLACK	BLACK	BLACK		BLACK	
		BLUE								BLUE	BLUE	
	GREY						GREY	GREY	GREY		GREY	
	CHESTNUT		CHESTNUT		CHESTNUT	CHESTNUT						

*Not available on sports cars until early 1973.



BLACK

TAN

BLUE

*CHESTNUT

GREY

SPECIAL NOTES

Hard Top Colours. Spitfire, TR6 P.I. and Stag hard tops are available in body colour only.

Soft Top Colours, Spitfire, TR6 P.I. and Stag soft top models are available with black soft tops only.

The illustrations of expanded vinyl (above, left) and corded 'Bri-Nylon' (below, left) are included as a guide only, since it is not possible exactly to portray the texture and colour of trim material by normal printing processes.